

A GRAPHIC HISTORY OF THE 82nd AIRBORNE DIVISION



★ ITALY (I)

ITALY (II)

NORMANDY



HOLLAND, 1944

HOLABIRD - *Hirvicks*

DRAWING AND REPORT USED BY SMOKE ENGINE ADV. TROOP BA

George C. Melahn 50th PIR

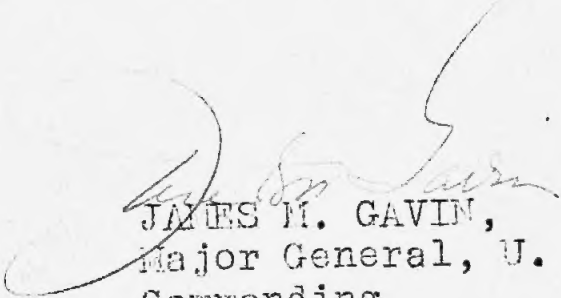
S E C R E T

82D AIRBORNE DIVISION

OPERATION MARKET

HISTORICAL DATA

PART I - NARRATIVE
PART II - GRAPHIC PLATES
PART III - MAPS OF LANDINGS
PART IV - STATISTICS


JAMES M. GAVIN,
Major General, U. S. A.,
Commanding

S E C R E T

SECRET

NARRATIVE

Upon its return from Normandy on 19 July 1944 this Division was located in the Nottingham-Leicester-Market Harboro Area. There it remained and trained until its participation in operation MARKET on 17 September 1944. Twenty-four hours prior to take-off, all airborne elements of the Division were closed at seven airfields in the Grantham-Cottesmore-Langar area. Briefings were conducted, loading plans formulated, all final checks made, and the Division took off for the Netherlands commencing at 170950 September 1944.

The mission of the Division in this operation was as follows:

"Land by parachute and glider commencing D Day South of Nijmegen; seize and hold the highway bridges across the Mass River at Grave and the Waal River at Nijmegen; seize, organize, and hold the high ground between Nijmegen and Groesbeek; deny the roads in the Division area to the enemy; and dominate the area bounded North by line running from Beek West through Hatert thence Southwest to Eindschestraat, South by River Mass and the Hook-Riethorst highway, East by Cleve-Nijmegen highway and Forst Reichswald, and West by line running North and South through Eindschestraat."

The first lift consisted of:

	<u>Parachute</u>	<u>Glider</u>
Hq & Hq Co 82d A/B Div	9	20
Hq & Hq Btry Div Arty	3	2
82d A/B Sig Co		6
Btry A 80th A/B AA Bn		22
307 A/B Engr Bn	27	
504 Parachute Inf	137	
505 Parachute Inf	126	
508 Parachute Inf	130	
325 Glider Inf	2	
376 Parachute FA Bn	48	
Total	482	50

All units dropped as planned except two serials of the 505 Parachute Infantry. A mixup in marshalling caused the 2d Battalion serial to drop before the 3d Battalion serial, and as a consequence the 2d Battalion serial was dropped two thousand yards Northeast of its scheduled drop zone.

The entire flight was preceded by a pathfinder team, which landed on DZ "O" ten minutes prior to the arrival of the first elements of the main body. With the exception in the 505 Parachute Infantry indicated above, all units landed on the drop zones, or in the immediate vicinity thereof, on schedule. Flak enroute was spotty and light. Flak coming from DZ "O" was initially heavy but inaccurate. The first parachutists to land destroyed all flak crews and took over their weapons. Enemy dispositions along the Mass-Waal Canal in the vicinity of all bridges and in the wooded country around the Nijmegen heights and in the Reichswald were, as anticipated, well organized and of about a strength of eight battalions. Harassing fire continued to come from the edges of the drop zones throughout all of the landings until overcome. Enemy reaction was prompt and appeared to follow a definite pattern. All local troops were committed immediately in piecemeal fashion. Nearby "homeguard" type troops were thrown in as quickly as they could be rushed to the operational area. This piecemeal build up increased until a coordinated attack was made by the German 6th Para Division on D+4.

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Local enemy units were initially overcome and destroyed or, except for those in the city of Nijmegen proper, they dispersed in the first several hours after landing.

A day by day summary of the activities of each unit of the Division follows:

D DAY, 17 SEPTEMBER

Division parachute elements in four hundred and eighty-two C-47's and a serial of fifty gliders left airports in the area of Grantham, England, between 0950 and 1040. All serials except those of 504 Parachute Infantry landed North, East, and South of Groesbeek, Holland, between 1250 and 1400. The 504 Parachute Infantry landed West of the Maas-Waal Canal and North of the Maas River. All drop patterns were excellent. Personnel and equipment losses enroute and during the drop were light, and assembly was the best in the history of the Division.

Headquarters and Headquarters Company 82d A/B Division

Parachute elements dropped 1305; glider elements landed 1350 on zone South of Groesbeek, moved North through woods, and established Division Command Post at predesignated location 1000 yards West of Groesbeek at 1700.

505 Parachute Infantry

Dropped after the Pathfinders at 1300, seized Groesbeek, occupied its area of defensive responsibility from Namp Southeast to Mook, cleared its area of enemy, and contacted 504 Parachute Infantry at the Maas-Waal Canal bridge near Heuman. All initial missions were accomplished by 2000.

504 Parachute Infantry

Dropped beginning 1313 West of the Maas-Waal Canal on three drop zones, two North and one South of the Maas River. One battalion dropped Northeast of Overasselt and at 1600, after overcoming strong enemy resistance, captured intact the Maas-Waal Canal bridge at Heuman. The sites of the Canal bridges near Blankenberg and Hatert, both of which had been destroyed by the enemy upon the approach of the battalion, were captured before dark. One battalion dropped West of Overasselt, blocked all Southward movement along the Grave-Nijmegen highway, and cleared the enemy from the Western portion of the Division area. One battalion dropped one rifle company South of the Maas at Grave and the balance of the battalion North of the river and West of Overasselt. Both forces moved against the bridge at Grave immediately. Surprise was complete and the bridge captured at 1430. The town of Grave was occupied at 2300 after having been abandoned by 400 enemy. All initial missions of 504 were accomplished by 1930.

508 Parachute Infantry

Dropped Northeast of Groesbeek at 1328. Based on a report from the Dutch that the town and bridges were lightly held, immediately moved into Nijmegen to take the Waal River bridges. At 2000 the attack met heavy enemy resistance about 400 yards from the highway bridge and was stopped. The regiment occupied the area immediately East of the Maas-Waal Canal and established road blocks to prevent enemy movement South of a line running East and West through Hatert. One company moved to clear the glider landing zone Northeast of Groesbeek and met considerable enemy resistance. One battalion, less a company, occupied the important high ground in the vicinity of Berg en Dal without too heavy an opposition. One company advanced on the Nijmegen Bridges from the Southeast and at 2400 had reached Hill 64.4 Northeast of Ubbergen. All initial missions of 508 were accomplished by 2030.

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376 Parachute Field Artillery Battalion

Dropped 1335 on drop zone South of Groesbeek, assembled the battalion with ten howitzers, and displaced 1000 yards to the position area. The battalion, initially in support of 505 Parachute Infantry, fired its first mission on call from the regiment at 1800.

307 A/B Engineer Battalion

Companies B, C, and D, all parachute, dropped South of Groesbeek at 1320. Companies B and D furnished cover on route march to elements of Division Headquarters and protected Division Command Post when it was established at 1715. Company C moved out to contact 504 Parachute Infantry West of Maas-Waal Canal.

Battery A, 80th A/B Antiaircraft Battalion

Eight 57mm AT guns allotted as follows: Two, 505 Parachute Infantry; Two, 508 Parachute Infantry; Two, 504 Parachute Infantry upon making contact; Two, Division reserve in vicinity of Division Command Post.

D PLUS 1, 18 SEPTEMBER

504 Parachute Infantry

Continued to hold the Maas River bridge at Grave and the Maas-Waal Canal bridge at Heuman. Vigorous patrolling was continued on the West and Northwest of the regimental area along the Grave-Nijmegen highway. At 1200 one platoon moved North along the West bank of the Maas-Waal Canal and assisted in the capture of the bridge on the Grave-Nijmegen highway near Honinghutie.

505 Parachute Infantry

Maintained its area of defensive responsibility; repelled enemy attacks at Horst, Grafwegen, and Riethorst; captured an enemy patrol trying to work its way North to the Maas-Waal bridge at Heuman, and captured a train attempting to escape into Germany. At 1240 the regiment attacked and cleared the glider landing zone South and Southeast of Groesbeek.

508 Parachute Infantry

Withdrew battalion in Nijmegen and attacked to clear the glider landing zone Northeast and East of Groesbeek. The attack crossed the scheduled line of departure at 1310, completely surprised the enemy, and the landing area was swept by 1400. Sixteen anti-aircraft guns and 149 prisoners of war were captured. Maintained its defensive sector throughout the 18th. At 181200 a platoon, with the assistance of 504 Parachute Infantry which advanced up the Maas-Waal Canal from the West, captured the Maas-Waal Canal bridge at Honinghutie. Regiment held the high ground vicinity Bergen Dal throughout the 18th against enemy patrols and sporadic enemy artillery action. One company moved into Nijmegen at 0900, advanced to the same spot to which the regiment had reached on the 17th, fought against a strong enemy force through the entire day, and at 1500 was withdrawn into the sector near Bergen Dal.

GLIDER ELEMENTS

Between 1000 and 1100 a lift of 450 gliders carrying an anti-tank battery of the 80th A/B Antiaircraft Battalion, 319 Glider Field Artillery Battalion, 320 Glider Field Artillery Battalion, 456 Parachute Field Artillery Battalion, and 307 Airborne Medical

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Company departed from fields in the United Kingdom and flew the same route as the lift of the previous day. Gliders landed in zones cleared by the 505 Parachute Infantry and 508 Parachute Infantry in the vicinity of Groesbeek. Several gliders overshot the landing zone and landed beyond the Dutch-German border, but a substantial number of personnel made their way back to the Division area. The overall glider recovery was very satisfactory. After landing and assembling, 319 Glider Field Artillery Battalion was put in direct support of 508 Parachute Infantry, 456 Parachute Field Artillery Battalion in direct support of 505 Parachute Infantry, and 320 Glider Field Artillery Battalion in general support of the Division.

Resupply

Following the glider lift by 20 minutes, a flight of 135 B-24 bombers dropped resupply on drop zone South of Groesbeek. Drop pattern was good. Recovery was estimated to be at 80%.

D PLUS 2, 19 SEPTEMBER

Guards Armored Division reached Grave and the 504 Parachute Infantry at 0820.

504 Parachute Infantry

Regiment, less one company left to guard the bridge at Grave, one company left to guard each of the Maas-Waal Canal bridges at Heuman and Honinghutte, and one company left to patrol and guard the highway from Grave to the Honinghutte bridge, was moved East of the Maas-Waal Canal, relieved 2d Battalion 508 Parachute Infantry, and occupied the Jonker Bosch Woods. 3d Battalion was moved to vicinity Malden as Division reserve.

505 Parachute Infantry

Regiment, less 2d Battalion, maintained its sector of responsibility on the South of the Division area throughout the 19th.

2d Battalion 505 Parachute Infantry

Attached to Guards Armored Division at 191100 and moved North to assault the Nijmegen bridges. The battalion reached the edge of Nijmegen without incident and, in moving through the outskirts of the town, received only artillery fire. When the battalion reached the center of the town, one company supported by seven tanks turned Northwest and moved against the railroad bridge. The balance of the battalion, the remainder of the tanks of the 2d Battalion Grenadier Guards, and one company of British Armored Infantry advanced against the highway bridge. The assault was stopped at the Maria Ploin, about 400 yards South of the bridge. A violent engagement lasting throughout the evening and night of the 19th failed to break the strong enemy defensive arc, and at midnight activity consisted of patrolling into the strong point and mortaring it from the cemetery South of the friendly positions.

508 Parachute Infantry

Held landing zone East of Groesbeek until 1800. Cleared enemy from and occupied high ground along Nijmegen-Cleve highway between Ubbergen and Wyler. Established road blocks at Wyler, Beek, and Im Thal. Relieved by 504 Parachute Infantry in Jonker Bosch and occupied sector between Kamp and Voxhill. Reinforced Beek road block with platoon of Company D, 307 A/B Engineer Battalion; repelled counterattacks against Teufels Berg throughout entire day.

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Attached Units

1st Coldstream Guards, Armored, and 5th Coldstream Guards, Infantry attached to Division and moved to Dekkerswald in Division Reserve.

Resupply

Dropped at 1500, approximately 30 C-47's from excessively high altitude, recovery negligible.

D PLUS 3, 20 SEPTEMBER

504 Parachute Infantry

With 2d Irish Guards attached, cleared area between Jonker Bosch and Waal River. 3d Battalion relieved as Division Reserve. Regiment at 1500 effected crossing of Waal River East of Maas; at 1800 captured North end of railroad bridge over the Waal River, seized and cleared bridgehead North of Waal insuring passage of Guards Armored Division. Mopped up Western outskirts of Nijmegen and area South of railroad bridge.

505 Parachute Infantry

Regiment, less 2d Battalion, repelled sharp enemy attack at Horst and Heikent during morning. From 1300 to 2000 repelled at Mook enemy attack of an infantry regiment strongly supported by artillery after attack had penetrated Division perimeter to depth of 1000 yards on a 1000 yard front. Division perimeter restored at 2000. Regiment reinforced with attachment of 185 glider pilots.

2d Battalion 505 Parachute Infantry

Attacked enemy strong points at Southern ends of Nijmegen bridges during morning. At 1400 stormed strong point South of highway bridge cleared area of enemy, and reached bridge by 1700. First tank of Grenadier Guards crossed 1830.

508 Parachute Infantry

Attacked at 1000 at Wyler by one company of enemy infantry moving North and two companies of enemy infantry moving South, all supported by artillery and armor. Forced to withdraw to high ground to West. Enemy immediately occupied In Thal and Lagewald. Attacked at Beek at 1200 by 2 battalions of enemy parachutists supported by armored vehicles, and forced to withdraw 1000 yards to high ground to Southwest. By counterattack drove enemy from and reoccupied Beek at 2140. Attacked again at Beek 2300 by enemy now reinforced and compelled to withdraw, leaving a detachment surrounded by the enemy in the town. Captured document from prisoner of war which revealed that enemy attacks at Mook, Beek, and Wyler were part of a coordinated Division attack intended to split Division area and sever the Grave-Nijmegen highway.

Attached Units

Sherwood Rangers Yeomanry and one squadron of the Royals, its reconnaissance unit, attached to Division at 1700 and moved into Dekkerswald.

D PLUS 4, 21 SEPTEMBER

504 Parachute Infantry

Continued defense of bridgehead over Waal and on mission of mopping up South bank of Waal from outskirts of Nijmegen to Maas-Waal Canal.

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505 Parachute Infantry (less 2d Battalion)

Continued to hold defensive sector on South of Division area from Kamp to Mook.

2d Battalion 505 Parachute Infantry

Relieved of mission of close in defense of Nijmegen Bridges and assumed defense of line from Eastern exits of Nijmegen to Ubbergen.

508 Parachute Infantry

Counterattacked Beek at first light from Northeast, East and Southeast. Initial attack failed, and enemy, pressing his temporary advantage, penetrated to within 200 yards of Berg en Dal, but was held there. Attack renewed at 1300, and at 1800 Beek cleared of enemy and all defenses reestablished.

Resupply

At 1500 supplies dropped from approximately 400 C-47's on drop zone West of the Maas-Waal Canal. Drop pattern was six miles in length by two miles in width. Recovery estimated at 60% was accomplished with assistance of Dutch civilians.

D PLUS 5, 22 SEPTEMBER

504 Parachute Infantry (less 2d Battalion)

Relieved of mission to Nijmegen bridgehead and displaced to Dekkerswald as Division Reserve.

2d Battalion 504 Parachute Infantry

Relieved 2d Battalion 505 Parachute Infantry in sector between Nijmegen and Ubbergen and, upon Division order, with Royals, cleared by 1700 area between Nijmegen-Cleve highway and Waal River East to line Ubbergen - Pals.

505 Parachute Infantry (less 2d Battalion)

Reestablished road block at Mook. With Royals, reconnoitered to Riethorst and found road clear of enemy.

2d Battalion 505 Parachute Infantry

Relieved in Nijmegen - Ubbergen sector by 2d Battalion 504 Parachute Infantry, reverted to regimental control, and relieved Coldstream Guards at Heuman Bridge.

508 Parachute Infantry

Held Wyler Berg throughout day and night against persistent enemy counterattacks. With one company Royals attached, effected a reconnaissance in force to Wercharen and high ground West of Erlekom. Met strong resistance and withdrew to high ground vicinity Berg en Dal.

Attached Units

Coldstream Guards relieved to attached to this Division and moved South to Vegel to restore line of communication of Second British Army.

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D PLUS 6, 23 SEPTEMBER

On this date the third glider lift of the Division took off from six airfields in the Grantham-Cottesmore-Langar area bearing 325 Glider Infantry; 80th A/B Antisircraft Battalion, less Batteries A and B; Company A 307 A/B Engineer Battalion; and elements of Division Special Troops, and landed on and in the vicinity of LZ "O". A number of gliders did not land on the proper landing zone; two landed in England, and forty-three were released between the coast and the LZ. Ten gliders are still unaccounted for. Immediately upon landing, the 325 Glider Infantry was closed in the woods West of Groesbeek preparatory to taking up a sector on the front.

D PLUS 7 to D PLUS 30

The Division continued on its mission assigned by 30 Corps of holding the area between the Waal River and the Maas River, with its front generally that of D plus 6. The 325 Glider Infantry cleaned out the larger portion of the Kiekberg Woods and advanced the right flank of the Division.

SUMMARY OF PERIOD 17 SEPTEMBER TO 16 OCTOBER

	<u>Number</u>	<u>Percent</u>
<u>a. Parachute Lift</u>		
Planes committed	482	
Dropped on or within 1000 yards of DZ	430	89.2
Failed to drop on or within 1000 yards of DZ	52	10.8
Unaccounted for	0	0
<u>b. Glider Lifts</u>		
Gliders committed	902	
Landed on or within 1000 yards of LZ	763	84.6
Failed to land on or within 1000 yards of LZ	102	11.3
Unaccounted for	37	4.1
<u>c. Our losses</u>		
Killed	469	3.4
Wounded	1933	14.0
Missing	640	4.7
<u>d. Enemy Losses</u>		
Killed	2490	
Prisoners of War	2977	
<u>e. Results of Operations</u>		
All missions accomplished		

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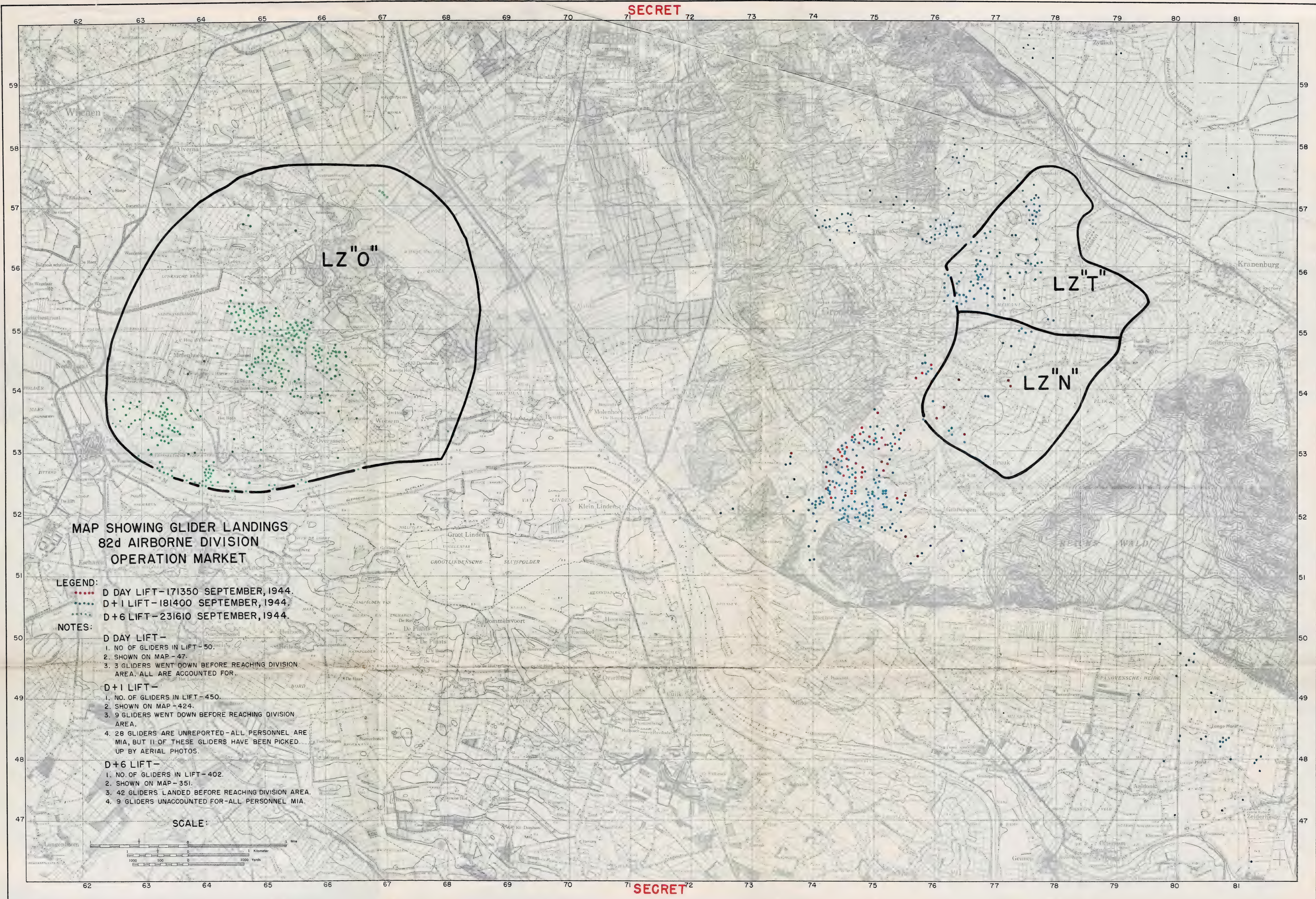
PLATE No 1
D-DAY THRU D+1
17-18 SEPT
TO ACCOMPANY
HISTORICAL NARRATIVE OF 82ND
AIRBORNE DIVISION'S PARTICIPATION
IN OPERATION
"MARKET"
SCALE: 1/35,000
LEGEND:-

— 504
— 505
— 508



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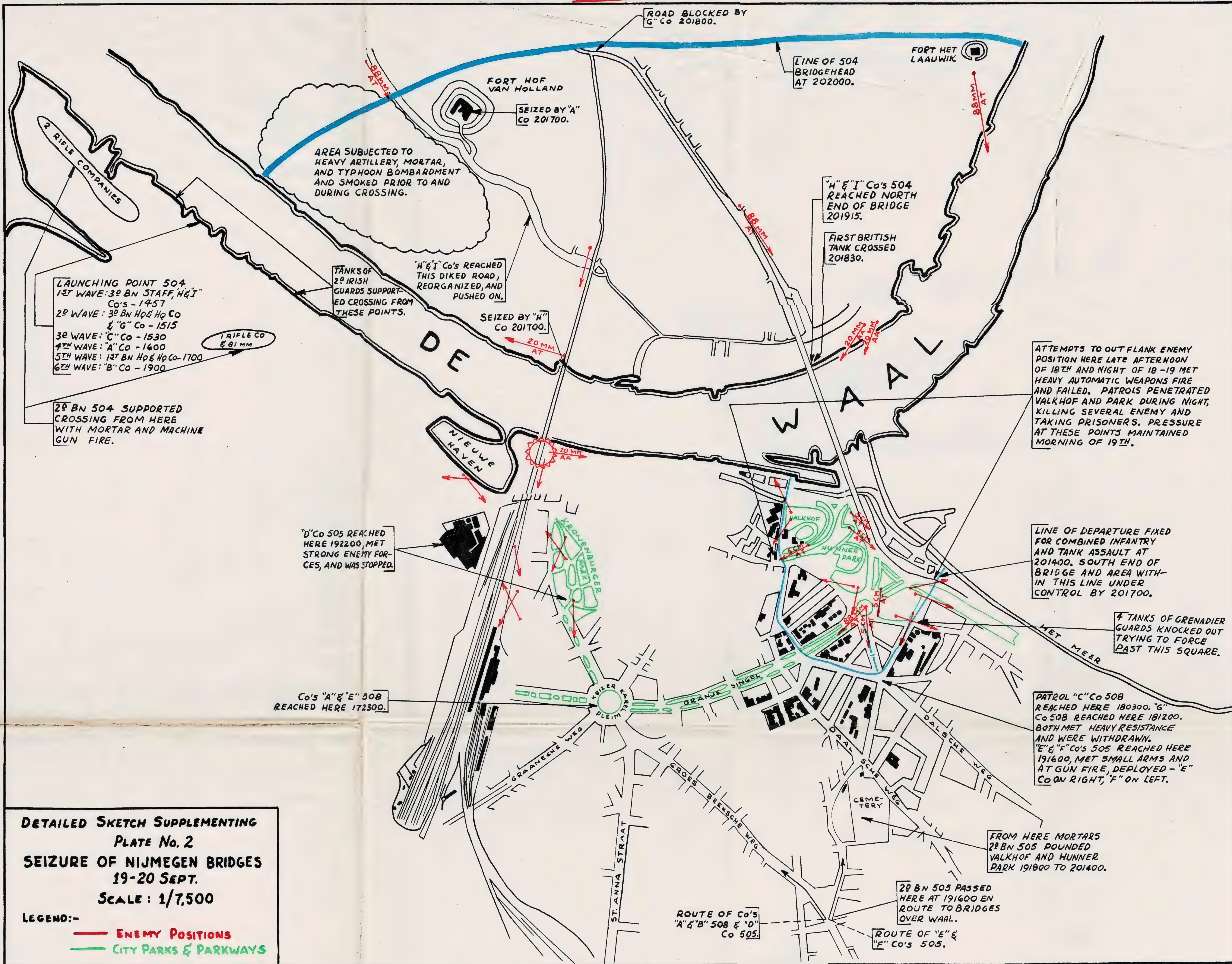
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PLATE No 2
D+2 THRU D+4
19-21 SEPT
TO ACCOMPANY
HISTORICAL NARRATIVE OF 82ND
AIRBORNE DIVISION'S PARTICIPATION
IN OPERATION
"MARKET"
SCALE: 1/35,000
LEGEND:-
— 504
— 505
— 508
* NOTE:
SEE ACCOMPANYING SKETCH-
"SEIZURE OF NIJMEGEN BRIDGES".



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PLATE No 3
D+5 THRU D+6
22-23 SEPT
TO ACCOMPANY
HISTORICAL NARRATIVE OF 82ND
AIRBORNE DIVISION'S PARTICIPATION IN
OPERATION
"MARKET"
SCALE:- 1/35,000
LEGEND:-
— 325
— 504
— 505
— 508



SECRET

PLATE No 4
D+7 THRU D+14
24 SEPT-1 OCT
TO ACCOMPANY
HISTORICAL NARRATIVE OF 82d
AIRBORNE DIVISION'S PARTICIPATION IN
OPERATION
"MARKET"
SCALE: 1/35,000

LEGEND: -

- 325
- 504
- 505
- 508
- 307 Engr Bn

1. 29 SEPT- 307 ENGR BN RELIEVES 505 ON S BANK OF WAAL.

2. 29 SEPT- RELIEVES 504 ON BRIDGE 10. 29 SEPT- IS RELIEVED BY POLISH IND PRCHT BDE.

3. 26-29 SEPT- 32 BN IN DIV RES.

4. 27 SEPT- RELIEVES 325 ON BRIDGE T. 29 SEPT- IS RELIEVED BY POLISH IND PRCHT BDE.

5. 29 SEPT- 32 BN RELIEVES 3D BN 325 ON LINE KAMP (EXCLUSIVE)- BRUK (INCLUSIVE).

6. 28 SEPT- 1 OCT- 505 (LESS 3D BN) IS RELIEVED BY POLISH IND PRCHT BDE, MOVES S AND RELIEVES 325 ON LINE BREDEWEG- REITHORST.

7. 29 SEPT- RELIEVES 505 ON LINE KAMP (EXCLUSIVE)- RIETHORST- MOOK AND ASSUMES RESPONSIBILITY FOR BRIDGE 7.

8. 29 SEPT- 32 BN MOVES TO KIEKBERG WOODS AND ATKS ON RIGHT OF REGT.

9. 29 SEPT- 32 BN MOVES TO KIEKBERG WOODS AND ATKS ON RIGHT OF REGT.

10. 1 OCT- REPELS MAJOR COUNTER ATK BY EY AT BRUK AND BREDEWEG.

1. NIGHT OF 24-25 SEPT- RELIEVES 508 ON LINE ERLEKOM- SMORENHOO- KAMP (INCLUSIVE).

2. 26 SEPT- ATKS AND SEIZES FACTORY AREA N. OF ERLEKOM.

3. 28 SEPT- WITH CLOSE SUPPORT OF SHERWOOD RANGERS YEOMANNY, REPELS COUNTER ATK AT ERLEKOM.

4. 30 SEPT- SEIZES IM-THAL.

1. 25 SEPT- AFTER RELIEF BY 325 MOVES N, ASSUMES RESPONSIBILITY FOR CLOSE INF-PRO- SECTION OF NIJMEGEN HWY. 2-RY BRIDGES AND GETPOSTS S BANK OF RIVER AS SHOWN.

2. 25 SEPT- AFTER RELIEF BY 325 MOVES TO DIV RES AREA.

1. 29 SEPT- 508 (LESS 3D BN) RELIEVES 3D BN 504 ON LINE KAMP- VOXHIL RIDGE.

2. 29 SEPT- 32 BN MOVES TO KIEKBERG WOODS AND ATKS ON RIGHT OF REGT.

3. 29 SEPT- 32 BN MOVES TO KIEKBERG WOODS AND ATKS ON RIGHT OF REGT.

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10. 29 SEPT- 32 BN MOVES TO KIEKBERG WOODS AND ATKS ON RIGHT OF REGT.

1. 1 OCT- ADVANCES MLR TO LINE SHOWN.

2. 27-30 SEPT- ATKS AND CLEARS KIEKBERG WOODS TO LINE SHOWN.

3. 29 SEPT- 1 OCT- 32 BN IN DIV RES.

4. 29 SEPT- 32 BN MOVES TO KIEKBERG WOODS AND ATKS ON RIGHT OF REGT.

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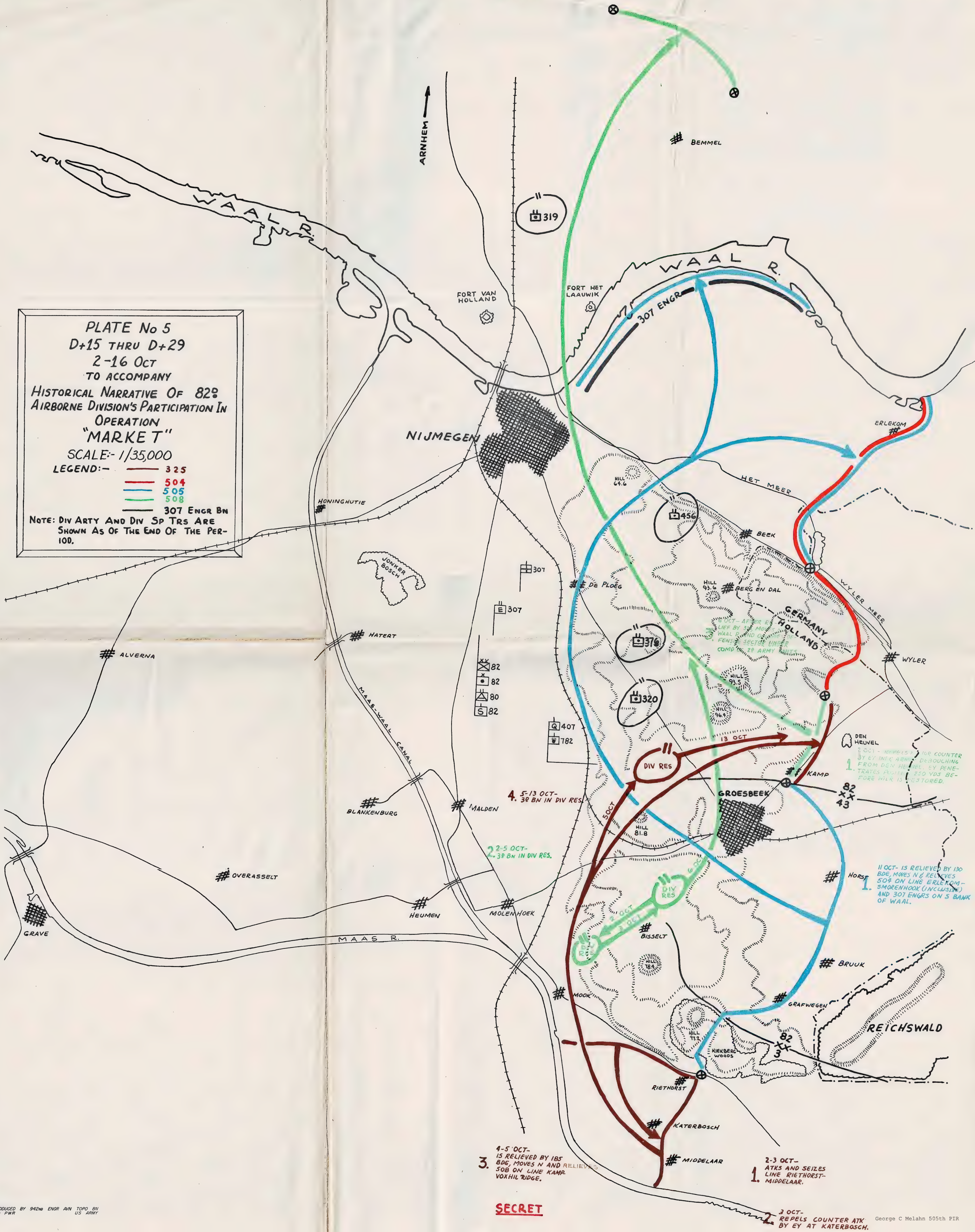
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6. 29 SEPT- 32 BN MOVES TO KIEKBERG WOOD

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PLATE No 5
D+15 THRU D+29
2-16 OCT
TO ACCOMPANY
HISTORICAL NARRATIVE OF 82ND
AIRBORNE DIVISION'S PARTICIPATION IN
OPERATION
"MARKET T"
SCALE: 1/35,000
LEGEND: — 325
— 504
— 505
— 508
— 307 ENGR BN
NOTE: DIV ARTY AND DIV SP TRS ARE
SHOWN AS OF THE END OF THE PER-
IOD.



SECRET

HQ 82nd AIRBORNE DIVISION

APO 469

31 OCTOBER 1944

U.S. ARMY

STATISTICAL STUDY, BASED ON REPORTS OF
DIVISION PERSONNEL, OF GLIDER LANDINGS OF
82nd A/B DIVISION TROOPS IN OPERATION
"MARKET" 17, 18 & 23 SEPTEMBER 1944

GAVIN
COMMANDING

SERIAL N° A-1	TIME OF DROP-1350	FIELD-BALDERTON	LZ-N	ROUTE-N	GP N° 439
ORGANIZATION	TAIL NUMBER	GLIDER	PERSONNEL	JEEP	TRAILER
		INTACT DAM DES MISS	OK KIA EVAC MISS	SER UNSER	SER UNSER
BTRY A 80 th AABN	43-39793	X	3		
"	42-79285	X	5		
"	42-77739	X	3		
"	42-77757	X	2		
"	42-65558	X	3		
"	42-43678	X	3		
"	42-56268	X	3		
"	43-41810	X	2		
"	43-49910	X	1		
"	42-77760	X	2		
"	43-41824	X	2		
"	43-41825	X	2		
"	42-77757	X	3		
"	43-27410	X	1		
"	42-45507	X	1		
"	42-77525	X	2		
"	277795	X	3		
"	42-79284	X	2		
"	42-29237	X	4		
"	256145	X	12		
"	262732	X	11		
"	42-77616	X	11		
Hq Div ARTY	43-41816	X	13		
"	42-7741	X	12		
DIV RCN PLAT	43-39746	X	14		
"	42-53155	X	10		
"	42-79285	X	2		
"	42-77641	X	1		
"	42-19792	X	1		
"	42-47428	X	1		
B2 nd A/B SIG Co	42-79265	X	12		
"	42-56531	X	1		
"	42-56255	X	1		
"	42-77721	X	4		
"	277651	X	2		
"	277457	X	4		
Hq 82 nd A/B Div	277611	X	4		
"	277478	X	5		
"	277404	X	4		
"	341436	X	4		
"	42-256291	X	4		
"	256188	X	4		
"	42-77348	X	4		
"	277346	X	4		
"	279264	X	4		
"	74005	X	4		
"	256315	X	4		
ASP	42-93030	X	2		
"	42-77778	X	2		
TOTAL		34 14 2	209 7	24 4	7 8
PERCENTAGE		68 28 4	96.7 3.3	85.7 14.3	100 100

SERIAL N° A-2	TIME OF DROP-1400	FIELD-BALDERTON	LZ-N	ROUTE-N	GP N° 439
ORGANIZATION	TAIL NUMBER	GLIDER	PERSONNEL	JEEP	TRAILER
		INTACT DAM DES MISS	OK KIA EVAC MISS	SER UNSER	SER UNSER
BTRY B 80 th AABN	277691	X	12		
"	340823	X	2		
"	340128	X	2		
"	341800	X	3		
"	277401	X	2		
"	35646	X	2		
"	279270	X	2		
"	277727	X	3		
"	279283	X	3		
"	341412	X	3		
"	339564	X	10		
"	219680	X	2		
"	277694	X	2		
"	277633	X	3		
"	277629	X	3		
"	274017	X	3		
"	279241	X	3		
"	339822	X	3		
"	279280	X	2		
"	341481	X	3		
"	379095	X	4		
"	273994	X	9		
H&S Co 307 th ENGR	42-79458	X	3		
"	42-77771	X	3		
"	43-37318	X	3		
"	43-42059	X	3		
"	277679	X	3		
504 COMD VEH	277639	X	1		
"	42-77448	X	1		
SIG Co (CORPS RADIO)	279097	X	3		
307 th A/B MED	43-4402	X	2		
"	356725	X	2		
"	340095	X	6		
"	274062	X	6		
"	43-40084	X	1		
"	340091	X	6		
"	274078	X	2		
"	34-1881	X	2		
"	43-40102	X	6		
"	340909	X	6		
"	341076	X	6		
"	274029	X	2		
"	342075	X	5		
"	42-77499	X	2		
"	340211	X	6		
"	43-40314	X	6		
505 COMD VEH	42-53163	X	2		
"	341445	X	2		
508 COMD VEH	42-47442	X	2		
"	43-27363	X	2		
TOTAL		20 28 1	168 6	3 25	2 11 8
PERCENTAGE		40 56 2	94.6 5.4	3.6 96.4	92.7 7.3 100 100

SERIAL N° A-3	TIME OF DROP-1407	FIELD-FOLKINGHAM	LZ-N	ROUTE-N	GP N° 313 th
ORGANIZATION	TAIL NUMBER	GLIDER	PERSONNEL	JEEP	TRAILER
		INTACT DAM DES MISS	OK KIA EVAC MISS	SER UNSER	SER UNSER
H&S Co 307 th ENGR	277779	X	3		
"	273994	X	3		
"	340925	X	4		
"	42-74031	X	4		
307 th A/B MED	43-40363	X	2		
"	43-40363	X	7		
"	43-41488	X	7		
"	43-39911	X	7		
"	43-42073	X	2		
"	43-42064	X	7		
"	43-40443	X	7		
"	43-41766	X	2		
"	43-58099	X	7		
"	43-33387	X	7		
"	43-42032	X	2		
"	43-40533	X	7		
"	43-41160	X	7		
"	43-40058	X	2		
"	42-77749	X	7		
"	43-37284	X	6		
"	43-41039	X	2		
"	43-41542	X	4		
"	43-41177	X	4		
"	43-45064	X	2		
"	43-40373	X	2		
"	43-39900	X	2		
"	43-40129	X	5		
"	43-39909	X	2		
"	43-40364	X	7		
"	43-40126	X	2		
"	43-40956	X	7		
"	43-41014	X	3		
"	43-37321	X	4		
"	42-13805	X	2		
"	43-37299	X	4		
"	43-62729	X	3		
"	43-27392	X	2		
"	43-41612	X	4		
"	43-41958	X	4		
"	277772	X	2		
TOTAL		11 27 2	167 2	14 20	3 3
PERCENTAGE		27.5 67.3	98.8 1.2	100 100	86.8 13.2

SERIAL N° A-4	TIME OF DROP-1414	FIELD-BARKSTON HEATH	LZ-T	ROUTE-N	GP N° 613 th
ORGANIZATION	TAIL NUMBER	GLIDER	PERSONNEL	JEEP	TRAILER
		INTACT DAM DES MISS	OK KIA EVAC MISS	SER UNSER	SER UNSER
BTRY A 319 th FABN	43-42107	X	4		
"	43-40455	X	6		
"	43-42121	X	1 2		
"	341382	X	3		
"	43-39798	X	8		
"	341475	X	9		
"	43-41366	X	3		
"	43-33748	X	3		
"	43-40222	X	5		
"	42-56236	X	5		
"	43-42124	X	3		
"	43-42126	X	5		
"	336948	X	3		
"	43-41156	X	5		
"	43-39969	X	3		
"	43-27655	X	3		
"	43-36933	X	3		
"	43-36943	X	6		
"	43-41410	X	7		
"	43-41350	X	3		
"	43-41510	X	5		
"	43-33960	X	3		
"	43-40341	X	3		
"	342105	X	7		
"	341571	X	3		
"	43-42192	X	5		
"	43-28217	X	5		
"	342120	X	5		
"	43-39820	X	6		
"	43-37386	X	6		
"	43-40204	X	5		
Hq 82 nd A/B Div	43-41090	X	3		
"	43-51674	X	5		
"	43-40218	X	4		
"	43-40591	X	4		
"	43-36746	X	4		
"	43-57392	X	4		
"	4303983	X	2		
"	43-7715 3	X	10		
"	43040435	X	4		
TOTAL		26 10 2	183 1	7 9	16 3 6 1 6
PERCENTAGE		6.5 2.5 5 3	94.5 5.5	3.5 4.5	84.2 15.8 85.7 14.3 100

SERIAL N° A-5	TIME OF DROP-1421	FIELD-COTTESMORE	LZ-T	ROUTE-N	GP N° 316 th
ORGANIZATION	TAIL NUMBER	GLIDER	PERSONNEL	JEEP	TRAILER
		INTACT DAM DES MISS	OK KIA EVAC MISS	SER UNSER	SER UNSER
Hq BTRY 319 th FABN	277500	X	3		
"	379142	X	3		
"	436488	X	5		
"	340579	X	3		
"	336654	X	5		
"	379148	X	3		
"	387300	X	4		
"	373222	X	3		
"	256499	X	5		
"	342124	X	3		
"	341513	X	4		
"	372361	X	4		
"	340583	X	1		
"	340399	X	5		
"	273568	X	11		
"	342114	X	12		
"	373228	X	9		
"	342139	X	8		
"	256532	X	6		
504 COMD VEH	279137	X	1		
"	3396657	X	1		
"	279132	X	3		
"	256490	X	1		
407 th Q.M. Co	277654	X	2		
"	341689	X	13		
"	4336935	X	6		
"	42-77480	X	3		
782 nd ORD Co	327447	X	3		
"	273838	X	4		
"	277624	X	3		
"	319727	X	3		
Hq 82 nd A/B Div	339787	X	4		
"	341927	X	4		
"	342037	X	4		
"	256548	X	4		
"	341639	X	4		
"	336966	X	4		
"	342045	X	4		
"	339808	X	4		
TOTAL		21 9 2	129 2	45 15	7 16 2
PERCENTAGE		52.5 22.5 5 20	73.2 26.8	1.3 23.5	68.1 31.9 85.3 14.7

SERIAL N° A-6	TIME OF DROP-1428	FIELD-FULBECK	LZ-T	ROUTE-N	GP N° 440 th
ORGANIZATION	TAIL NUMBER	GLIDER	PERSONNEL	JEEP	TRAILER
		INTACT DAM DES MISS	OK KIA EVAC MISS	SER UNSER	SER UNSER
BTRY B 319 th FABN	256524	X	3	X	
"	341685	X	5		X
"	279168	X	3	X	
"	256359	X	5		X
"	277796	X	8		
"	256193	X	9		
"	256546	X	3	X	
"	246460	X	5		X
"	271584	X	3	X	
"	273858	X	5		X
"	340522		3	X	
"	277790	X	5		X
"	340563	X	3	X	
"	42-74003	X	3		X
"	274081	X	3	X	
"	340875	X	5		X
"	43-39650	X	3	X	
"	342071	X	5		X
"	340541	X	5		
"	340385	X	3	X	
"	340499	X	3		X
"	340440	X	3	X	
"	340428	X	5		X
"	340097	X	7		
"	340059	X	3	X	
"	340418	X	4		X
"	341576	X	3	X	
"	340836	X	7		X
"	277680	X	7	2	
"	43-40375	X	7		
"	271430	X	6		
"	272622	X	3	X	
"	43-40114	X	3	X	
"	43-40563	X	3	X	
"	43-42002	X	3		
"	43-40139	X	5		X
"	43-41862	X	3	X	
"	42-73998	X	5		X
"	42-56355	X	4		X
"	43-41620	X		X	
TOTAL	31	8	168	3	9
PERCENTAGE	77.5	20	96.6	1.7	100

HQ 82nd AIRBORNE DIVISION

APD 469

31 OCTOBER 1944

U.S. ARMY

STATISTICAL STUDY, BASED ON REPORTS OF DIVISION PERSONNEL, ON PARACHUTE LANDINGS OF 82nd A/B DIVISION TROOPS IN OPERATION "MARKET" 17 SEPTEMBER 1944

GAVIN
COMMANDING

SERIAL N° A-2 TIME OF DROP: 1250 DZ: O ROUTE-N						
ORGANIZATION	TAIL	PERSONNEL	OK	KIA	WIA	MISS
PF 504 th PCHT INF	43-15163	12				
"	42-92700	12				
TOTAL		24				
PERCENTAGE		100				

SERIAL N° A-7 TIME OF DROP: 1300 DZ: N ROUTE-N						
ORGANIZATION	TAIL	PERSONNEL	OK	KIA	WIA	MISS
HaCo 505	43-15198	18				
"	42-93649	20				
"	232921	21				
"	293714	20				
"	43-48394	15				
"	42-92880	19				
HaCo 3 rd BN 505	42-5682	19				
"	43-15198	18				
"	41-1848	16				
"	42-32863	18				
"	43-15267	19				
"	42-23474	16				
"	42-23647	18				
"	43-15145	19				
"	42-68766	14				
"	42-100574	12				
"	42-30648	18				
"	42-23386	18				
"	43-15075	18				
"	42-93814	14				
"	42-30723	18				
"	42-92970	18				
"	43-16266	15				
"	42-93679	17				
"	42-93027	15				
"	43-15176	13				
Co "H" 505	43-15066	20				
"	42-32867	19				
"	315619	16				
"	42-32923	17				
"	42-32877	18				
"	42-23623	13				
"	42-5702	18				
"	42-92726	16				
"	42-93511	18				
"	42-24211	11				
Co "I" 505	43-15709	18				
"	42-23636	18				
"	42-32916	18				
"	43-16260	16				
"	43-23383	19				
"	42-32911	19				
"	43-16122	18				
"	41-18633	18				
"	42-32873	16				
TOTAL		778				
PERCENTAGE		98.4				

SERIAL N° A-8 TIME OF DROP: 1304 DZ: N						
ORGANIZATION	TAIL	PERSONNEL	OK	KIA	WIA	MISS
HaCo 505	42-92870	18				
"	42-32827	16				
"	42-32920	17				
"	43-16266	14				
HaCo 2 nd BN 505	347933	19				
HaCo 2 nd BN 505	108991	18				
"	315082	16				
"	268705	21				
"	292064	16				
"	208379	16				
"	42-93076	18				
"	43-16049	17				
"	42-15323	20				
Co "D" 505	315006	17				
"	293507	14				
"	315191	18				
"	43-15662	17				
"	224177	16				
"	425690	14				
"	293521	16				
"	268758	17				
"	425700	16				
"	348403	15				
Co "E" 505	293712	17				
"	4138449	13				
"	43-15202	14				
"	223518	15				
"	293715	16				
"	42-24158	14				
"	292718	17				
"	42-24184	17				
"	43-15294	19				
Co "F" 505	42-24373	18				
"	43-15345	18				
"	43-15160	17				
"	100878	13				
"	42-24270	13				
"	42-93733	16				
"	42-93090	14				
"	41-18632	15				
"	43-15110	15				
"	232870	14				
"	648	12				
"	703	12				
TOTAL		710				
PERCENTAGE		99.3				

GRAND TOTAL	PERSONNEL
	OK KIA WIA MISS TOTAL
TOTAL	7127 2 122 26 7277
PERCENTAGE	97.94 .03 1.67 .36 100

NOTE:
ON THIS CHART, DROPS
WITHIN 1000 YDS OF DZ ARE
SHOWN AS BEING ON DZ.

SERIAL N° A-9 TIME OF DROP: 1308 DZ: N						
ORGANIZATION	TAIL	PERSONNEL	OK	KIA	WIA	MISS
HaCo 1 st BN 505	42-93753	17				
"	43-15173	20				
"	42-23505	18				
"	43-15095	19				
"	42-93815	17				
"	42-24189	20				
"	42-92711	17				
"	43-48390	19				
"	42-100516	16				
"	43-15292	22				
"	43-15171	22				
"	43-15295	21				
"	42-92774	19				
"	43-15109	19				
"	42-92755	20				
"	43-15498	20				
"	43-15212	19				
Co "B" 505	42-92884	17				
"	42-100875	18				
"	43-15093	18				
"	42-92846	19				
"	42-24392	19				
"	42-100502	16				
"	43-93100	19				
"	42-24328	18				
"	43-30721	17				
"	43-15617	17				
"	42-68772	20				
"	43-15212	17				
"	43-48414	20				
"	42-93734	21				
"	43-48293	17				
"	315671	18				
"	43-15317	15				
"	42-92886	19				
HaCo 82 nd A/B Div		16				
"		15				
"		14				
"		15				
"		16				
"		14				
TOTAL		769				
PERCENTAGE		99.1				

SERIAL N° A-10 TIME OF DROP: 1313 DZ: O						
ORGANIZATION	TAIL	PERSONNEL	OK	KIA	WIA	MISS
HaCo 504	42-23931	18				
"	43-30652	18				
"	43-15300	15				
"	43-75497	17				
"	43-15641	17				
"	43-15207	18				
"	42-92056	18				
"	43-93075	18				
"	43-15225	18				
"	42-24181	17				
"	42-23935	18				
"	43-47972	15				
"	43-15334	16				
"	43-15659	13				
"	43-15194	12				
"	42-92861	15				
"	42-93512	16				
"	43-15633	15				
"	42-100499	14				
"	42-23639	13				
"	43-15265	14				
"	43-15638	15				
"	43-15227	14				
"	43-15185	13				
"	43-15643	15				
"	43-15634	12				
"	42-100973	13				
"	43-15179	9				
"	42-108902	12				
"	43-15258	13				
"	42-100571	12				
"	43-15205	9				
"	42-24389	14				
"	42-23503	16				
"	42-68769	15				
"	42-108909	14				
"	42-68760	12				
"	42-93780	17				
"	42-93754	15				
"	42-23623	15				
"	43-15106	12				
"	42-100883	14				
"	43-15495	11				
"	42-68765	11				
TOTAL		663				
PERCENTAGE		97.8				

SERIAL N° A-11 TIME OF DROP: 1317 DZ: O						
ROUTE N	FIELD	SPANHOE	GPN°	3/5 TH		
ORGANIZATION	NUMBER	PERSONNEL	OK	KIA	WIA	MISS
Ha Co 504	42-93064	18				
"	42-100872	17				
"	43-10452	15				
"	43-15266	17				
"	43-15255	15				
"	42-93704	16				
"	43-24175	17				
"	43-108871	14				
"	43-15256	15				
"	43-15164	19				
"	42-93637	17				
"	42-23412	18				
Co "G" 504	42-92849	15				
"	42-108905	14				
"	42-92138	12				
"	42-23509	16				
"	42-92734	16				
"	42-92737	13				
"	43-16032	9				
"	42-108949	16				
"	43-15259	16				
"	43-15293	16				
"	43-15206	16				
Co "H" 504	42-93063	14				
"	43-15308	15				
"	43-16022	15				
"	43-15224	11				
"	43-15173	11				
"	42-93697	12				
"	42-24074	15				
"	43-15327	13				
"	42-92736	12				
"	43-15175	12				
"	43-16023	15				
Co "I" 504	42-92682	18				
"	43-15058	12				
"	42-93037	11				
"	42-16263	10				
"	43-15257	15				
"	42-93698	12				
"	43-15071	11				
"	43-16281	13				
"	43-15188	11				
"	42-24172	11				
"	42-93719	14				
TOTAL		624			25	15
PERCENTAGE		94			3.9	2.3

SHEET N° 2

SERIAL N° A-7 TIME OF DROP 1435 FIELD L'ANGAR LZ N ROUTE N GP N° 441													
ORGANIZATION	TAIL	GLIDER				PERSONNEL				JEEP		TRAILER	
	NUMBER	INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER
82° A/B Sig Co	253146	X	X			3				X			
"	345121					2				X			
"	339968	X	X			2				X			
"	43-10086	X				1				X			
"	277536	X				3				X			
"	340186	X				5				X		X	
"	277409	X	X			2				X			
"	340803	X				5				X		X	
"	342036	X				5				X		X	
"	42-92843	X	X			3				X		X	
"	42-100644	X	X			4				X		X	
"	341530	X	X			3				X		X	
"	277414	X	X			1	2			X			
"	335633	X				5				X		X	
"	277430	X				4				X			
"	21-10023	X				4				X			
"	42-100865	X	X			2				X			
"	43-15203	X				4				X		X	
"	42-101014	X				5				X		X	
"	341700	X	X			4				X		X	
"	342119	X				2				X			
307 A/B MED Co	277738	X				2				X			
"	277892	X				6				X		X	
"	335649	X	X			6				X		X	
"	327413	X				2				X		X	
"	339721	X				4	2			X		X	
"	319755	X				8				X			
"	279268	X				2				X		X	
"	379157	X				6				X		X	
"	258091	X				2				X			
"	277599	X				5				X		X	
"	336647	X				2				X		X	
"	340080	X				2				X			
"	42-277398	X				9				X		X	
"	42-77741	X				6				X			
505 COMP VEH	42-10922	X				2				X			
"	43-15214	X				2				X			
"	43-15076	X				2				X			
"	43-15199	X				2				X			
TOTAL		13	24	3		140		5		24		14	
PERCENTAGE		32.5	60	7.5		96.5		3.5		100		100	

SERIAL N° A-8 TIME OF DROP 1442 FIELD FOLKINGHAM LZ N ROUTE N GP N° 313 TH													
ORGANIZATION	TAIL	GLIDER				PERSONNEL				JEEP		TRAILER	
	NUMBER	INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER
BTRY "B" 320 FA BN	43-41483	X				3				X			
"	43-41583	X				4				X			
"	43-41089	X				7				X			
"	43-41421	X				13				X			
"	43-41502	X				2				X			
"	43-41940	X				1				X			
"	43-40439	X				2				X			
"	43-141158	X				1	1			X			
"	42-77890	X				1				X			
"	42-77818	X				2				X			
"	43-20131	X				2				X			
"	43-19801	X				2				X			
"	43-40093	X				2				X			
"	43-40546	X				2				X			
"	43-41379	X				2				X			
"	43-36937	X				2				X			
"	43-41374	X				2				X			
"	43-41459	X				4				X			
"	43-40212	X				4				X			
"	43-42154	X				4				X			
"	43-41905	X				4				X			
"	43-42127	X				4				X			
"	43-41684	X				4				X			
"	43-42110	X				4				X			
"	43-41617	X				4				X			
"	43-40219	X				2				X			
"	43-42007	X				2				X			
"	43-40162	X				2				X			
"	43-40085	X				2				X			
"	43-41629	X				2				X			
"	43-41146	X				5				X			
"	43-40447	X				5				X			
"	43-40213	X				5				X			
"	43-40461	X				5				X			
"	43-37390	X				5				X			
"	43-41964	X				5				X			
"	43-41994	X				5				X			
"	43-36791	X				3	1	1		X			
"	43-40554	X				4				X			
"	43-41807	X				4				X			
TOTAL		10	8	9	13	99	2	1	40	4	11	2	5
PERCENTAGE		25	20	22.5	32.5	69.7	1.3	.9	28.1	26.6	73.4	28.5	71.5

SERIAL N° A-9 TIME OF DROP 1449 FIELD BARKSTON HEATH LZ N ROUTE N GP N° 6/57													
ORGANIZATION	TAIL	GLIDER				PERSONNEL				JEEP		TRAILER	
	NUMBER	INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER
BTRY "A" 320 FA BN	43-40442	X				3				X			
"	43-41376	X				3				X			
"	43-37433	X				3				X			
"	43-41454	X				3				X			
"	43-40161	X				2	1			X			
"	43-42084	X				3				X			
"	43-40207	X				3				X			
"	43-37502	X				3				X			
"	43-40557	X				2				X			
"	43-41952	X				2				X			
"	43-37294	X				2				X			
"	43-27467	X				2				X			
"	43-37338	X				1				X			
"	43-40536	X				2				X			
"	43-40371	X				2				X			
"	43-37332	X				2				X			
"	42-74039	X				2				X			
"	42-48448	X				3				X			
"	43-39908	X				2				X			
"	43-39909	X				2				X			
"	43-37283	X				4				X			
"	43-39889	X				5				X			
"	43-40059	X				5				X			
"	43-40187	X				5				X			
"	43-39096	X				5				X			
"	43-41491	X				4				X			
"	43-39809	X				4				X			
"	43-42026	X				5				X			
"	43-37277	X				5				X			
"	43-41087	X				5				X			
"	43-36929	X				5				X			
"	42-77533	X				4				X			
"	43-41170	X				5				X			
"	43-40047	X				5				X			
"	43-37404	X				5				X			
"	43-40307	X				5				X			
"	43-42068	X				3				X			
"	43-41446	X				5				X			
"	42-74016	X				4				X			
"	342058	X				2				X			
TOTAL		14	24	2		137	1	2		16	1	5	6
PERCENTAGE		35	60	5		97.8	.8	1.4		94.1	5.9	100	100

SERIAL N° A-10 TIME OF DROP 1456 FIELD COTTESMORE LZ T ROUTE N GP N° 316 TH													
ORGANIZATION	TAIL	GLIDER				PERSONNEL				JEEP		TRAILER	
	NUMBER	INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER
Hq BTRY 320 FA BN	43-34019	X				7				X		X	
"	43-40042	X				2				X			
"	43-39944	X				2				X			
"	43-40119	X				6				X			
"	43-37399	X				2				X			
"	43-41889	X				6				X			
"	43-41898	X				2				X			
"	42-77895	X				6				X			
"	43-42117	X				2				X			
"	43-41701	X				6				X			
"	43-36736	X				6				X			
"	42-79465	X				6				X			

SHEET N° 3

SERIAL N° A-13		TIME OF DROP-1610		FIELD-FOLKINGHAM		LZ-O		ROUTE-S		GP N° 313TH						
ORGANIZATION		TAIL		GLIDER		PERSONNEL		JEEP		TRAILER		GUN		DISTANCE		
		NUMBER	INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER	FROM	LZ
Ha&Ha Co 325 TH		43-41377	X				8									
"		43-41388	X				4									
"		43-77637	X				4									
"		43-42027	X				5									
"		43-41673	X				7									
"		43-55316	X				4									
"		43-41387	X				8									
"		43-41442	X				4									
"		43-40046	X				4									
"		43-41230	X				14									
Ha&Ha Co 401 TH		43-41388	X				7									
"		43-40238	X				10									
Ha&Ha Co 278 N 325		337271	X				4									
"		43-41895	X				13									
"		43-42122	X				3									
"		43-40566	X				5									
"		43-41927	X				3									
"		43-41556	X				5									
"		43-27330	X				10									
"		43-37278	X				4									
"		43-42033	X				5									
"		43-40051	X				4									
"		43-41516	X				5									
"		43-27311	X				4									
"		43-79102	X				6									
Co "G" 325 TH GLI INF		43-19843	X				13									
"		43-40537	X				13									
"		42-79254	X				13									
"		42-77439	X				13									
"		43-79114	X				13									
"		42-56491	X				13									
"		336919	X				12									
"		42-77353	X				11									
"		42-56254	X				13									
"		43-19849	X				13									
"		43-39811	X				13									
"		43-40576	X				13									
"		43-41610	X				13									
"		42-77355	X				13									
"		42-56510	X				13									
Ha&Ha Co 2° BN 401		43-36720	X				14									
"		43-77706	X				13									
"		43-41299	X				4									
"		43-36951	X				5									
"		42-77647	X				4									
"		43-40105	X				4									
"		43-41883	X				4									
"		43-40040	X				4									
"		43-41568	X				6									
TOTAL			39	7	3		400									
PERCENTAGE			79.6	14.2	6.2		99.9									

SERIAL N° A-14	TIME OF DROP-1617	FIELD-BARKSTON HEATH	LZ-O	ROUTE-S	GP N° 613TH												
ORGANIZATION	TAIL	GLIDER	PERSONNEL	JEEP	TRAILER	GUN	DISTANCE										
	NUMBER	INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER	SER	UNSER	FROM	LZ
Co "B" 325 GLI INF	43-42638	X				14											
"	43-39947	X				14											LZ
"	43-40510	X		X		14											
"	43-41466	X				14											"
"	42-58714	X				13											"
"	43-26947	X				14											"
"	43-41074	X		X		14											"
"	43-34043	X				13											"
"	341525	X				14											"
"	43-40562	X				12		/									"
"	43-42108	X				13										19 mi	SW
"	341535	X		X		13											LZ
"	43-41639	X				14											"
"	43-37388	X				13											"
"	43-41710	X				13											"
Co "A" 325 GLI INF	327282	X				14											
"	43-41217	X		X		14											"
"	336703	X				14											"
"	319879	X				14											"
"	339657	X				15											"
"	265283	X		X		13											"
"	43-41844	X				15											"
"	279393	X				13											"
"	341942	X				14											"
"	319832	X				14											"
"	341583	X		X		15											"
"	319865	X				14											"
"	340390	X				15											"
"	256551	X				14											"
"	256336	X				14											"
"	42-43657	X		X		13											"
"	43-19103	X				13											"
"	42-73566	X				13											"
"	43-19741	X				13											"
"	43-40389	X				14											"
"	43-72545	X				14											"
"	43-19811	X				14											"
"	43-40446	X		X		14											"
"	341395	X				14											"
"	256344	X				14											"
																	19 mi
																	SW
																	LZ
TOTAL		31	9			550				/							
PERCENTAGE		77.5	22.5			99.82				14							

SERIAL N° A-15	TIME OF DROP-1624	FIELD-COTTESMORE	LZ-O	ROUTE-S	GP N° 316TH												
ORGANIZATION	TAIL	GLIDER	PERSONNEL	JEEP	TRAILER	GUN	DISTANCE										
	NUMBER	INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER	SER	UNSER	FROM	LZ
Ha&Ha Co 2 nd BN 325	43-41206	X				13											
"	43-40051	X				13											
"	43-42049		X			13											
"	43-40421	X				13											
"	43-73587		X			14											
"	43-40785		X			13											
"	43-39678			X		13											
"	43-39805	X			X	13											
"	43-19725	X				13											
"	42-77663		X			13											
Co "E" 325 GLI INF	43-39815	X				13											
"	43-39670	X				13											
"	339127	X				13											
"	43-42035	X				13											
"	43-41141	X				13											
"	43-42021	X				13											
"	43-42030	X				13											
"	43-41506	X				12											
"	43-19750	X				13											
"	43-37410	X				13											
"	42-73884	X				13											
"	43-40449	X				12											
"	43-40521	X				13											
"	43-37382	X				13											
"	43-40388		X			13											
Co "F" 325 GLI INF	337337	X				13											
"	340160	X				13											
"	339994	X				13											13 MI SW
"	337391	X				13											LZ
"	340544	X				12											
"	43-41163	X				13											
"	43-41172	X				12											
"	43-56215	X				12											
"	43-42042	X				13											
"	43-77645	X				13											
"	42-74044	X				13											13 MI SW
"	43-37403	X				13											LZ
"	43-40569	X				12											13 MI SW
"	341180	X				12											LZ
"	43-41210			X		12		1									
TOTAL		53	5	2		5/4		1									
PERCENTAGE		82.5	12.5	5		89.9		19									

SHEET N° 4

SERIAL N° A-19 TIME OF DROP-1659 FIELD-COTTESMORE LZ-O ROUTE-S GPN° 316 TH														
ORGANIZATION	TAIL NUMBER	GLIDER	PERSONNEL	JEEP	TRAILER	GUN	DISTANCE							
		INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER	FROM LZ
BTRY C 80 TH AABN	42-42025	X				2				X				LZ
"	42-56219	X				7								"
"	42-27348	X				11								"
"	42-77710	X				11								"
"	42-74029	X				11								"
"	42-73844	X				11								"
"	42-41865	X				2								"
"	42-73980	X				2				X				"
"	42-79457	X				2								"
"	42-40349	X				2				X				"
"	42-62753	X				2								"
"	42-19948	X				2								"
"	42-56253	X				2								"
"	42-56219	X				2				X				"
"	42-59790	X				2								"
"	42-39804	X				2				X				"
"	42-19824	X				2								"
"	42-40386	X				2				X				"
"	42-73917	X				2								"
"	42-36642	X				2				X				"
"	42-73555	X				2								"
"	42-40344	X				2				X				"
BTRY D 80 TH AA	274065	X				13								"
"	277385	X				12								"
"	274014	X				5								"
"	256252	X				2				X				"
"	277587	X				5								"
"	277345	X				2				X				"
"	256324	X				5								"
"	279134	X				2				X				"
"	2774487	X				2				X				"
"	256206	X				5				X				"
"	4256187	X				2				X				"
"	341409	X				5								"
"	42-77538	X				2				X				"
"	42-13868	X				2				X				"
"	42-79093	X				5								"
"	42-73885	X				2				X				"
DIV RCN PLAT	42-56225	X				1				X				"
"	42-79125	X				1				X				"
"	42-77330	X				1								"
"	42-75081	X				1								"
508 COMBTEH	42-41963	X				2				X				"
"	42-74629	X				2				X				"
"	42-56194	X				2				X				"
"	34068	X				2				X				"
TOTAL		25	22	1		178		2		24		10		8
PERCENTAGE		52	45.8	2.2		98.8		1.2		100		100		100

SERIAL N° A-20 TIME OF DROP-1706 FIELD-FULBECK LZ-O ROUTE-S GPN° 316 TH														
ORGANIZATION	TAIL NUMBER	GLIDER	PERSONNEL	JEEP	TRAILER	GUN	DISTANCE							
		INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER	FROM LZ
BTRY E 80 TH AABN	42-77451	X				5								LZ
"	42-77620	X				2								"
"	42-40578	X				3								"
"	42-41143	X				2				X				"
"	42-27351	X				3								"
"	42-40585	X				2				X				"
"	42-41581	X				3								"
"	42-19791	X				2				X				"
"	42-39800	X				3								"
"	42-47434	X				2				X				"
"	42-77673	X				3								"
"	42-47427	X				2				X				"
"	42-36629	X				3								"
"	42-58204	X				2				X				"
"	42-19735	X				3								"
"	42-47582	X				5								"
"	42-40456	X				11								"
"	42-29133	X				11								"
"	42-73952	X				10								"
"	42-79477	X				2				X				"
"	42-40806	X				3								"
BTRY F 80 TH AABN	277240	X				12								1 MI N
"	274004	X				2								8 MI SW
"	256528	X				5				X				LZ
"	319867	X				5								"
"	340149	X				2				X				"
"	277590	X				5								"
"	256217	X				2				X				"
"	277752	X				5								"
"	339739	X				5								"
"	341811	X				2				X				"
"	256328	X				5								"
"	256131	X				2				X				"
"	277724	X				12								"
"	341330	X				2				X				4 MI N
DIV RCN PLAT	327368	X				13								LZ
"	100922	X				2				X				150 MI SW
"	341224	X				1				X				LZ
"	277736	X				2				X				"
"	256218	X				5								"
"	219694	X				10								35 MI SW
"	256193	X				10								10 MI SW
"	279449	X				1								8 MI SW
DIV MP PLAT	273996	X				3				X				ENGLAND
"	274048	X				7				X				LZ
"	277783	X				2								"
"	339695	X				7				X				"
TOTAL		28	18	2		222				21		9		8
PERCENTAGE		58.3	37.5	4.2		100				100		100		100

SERIAL N° A-21 TIME OF DROP-1652 FIELD-LANGAR LZ-O ROUTE-S GPN° 441 ST														
ORGANIZATION	TAIL NUMBER	GLIDER	PERSONNEL				JEEP		TRAILER		GUN		DISTANCE	
		INTACT	DAM	DES	MISS	OK	KIA	EVAC	MISS	SER	UNSER	SER	UNSER	FROM LZ
H&S 80 TH AA BN	277668	X				12								LZ
"	256740	X				5								"
"	277375	X				6								"
"	256284	X				2				X				"
"	319732	X				2				X				1 MI SE
"	277371	X				2				X				LZ
Co "A" 307 TH ENGR	42-58106	X				2				X				"
"	42-62749	X				5								"
"	279449	X				11								"
"	43-41465	X				12								"
"	43-41526	X				8								"
"	43-39955	X				2				X				"
"	42-77340	X				5								"
"	43-27421	X				12								"
"	43-27393	X				12								"
"	43-41453	X				8								ENGLAND
"	43-41461	X				2				X				LZ
"	43-41859	X				2				X				"
"	42-19703	X				2				X				"
"	43-19827	X				5								"
"	43-41161	X				2				X				"
"	42-56260	X				5								"
"	43-37467	X				2				X				"
"	42-58102	X				5								"
"	43-27405	X				11								"
"	42-77437	X				11								"
H&S 307 TH ENGR	43-41062	X				3				X				"
"	43-39938	X				4								"
"	43-36759	X				3				X				"
"	43-73916	X				3								"
"	43-40167	X				2				X				"
"	43-56333	X				5								"
"	43-77766	X				2				X				"
"	42-56341	X				4								"
"	341054	X				3				X				"
"	42-73534	X				3								"
"	43-27386	X				3				X				"
"	42-62748	X				4								"
"	42-79093	X				3				X				"
"	42-73572	X				3								"
"	43-27415	X				3				X				"
"	42-77639	X				2								"
DIN MP PLAT	274043	X				7								"
"	42-73951	X				14				X				"
"	43-79119	X				3				X				"
"	42-74079	X				3				X				"
"	43-39630	X				8								"
"	42-73535	X				3				X				"
TOTAL		22	26			244				20		17		
PERCENTAGE		47.9	52.1			100				100		100		

